## THE NEW ROYAL EXCHANGE.

The following letter, in reference to the proposed improvements at the east end of the building, appeared in the *Times* a few days since:—

"Sir,—I rejoice to perceive, by the report of the proceedings of the Court of Common Council, that the intention of improving the site of ground abutting eastward on the New Royal Exchange has not been totally abandoned.

"It does appear somewhat marvellous that disinterested persons can be found willing to advocate the propriety of keeping up the comparatively few remaining houses between the new building and Finch-lane. By slow, but sure degrees, some of those ancient, but unsightly excrescences, the 'middle-rows' of London, have ceased to exist; but, as if their demolition had been cause of regret, certain 'men of taste' have stepped forward to renew, or rather perpetuate, the deformity.

"The plan I would suggest is, that the city should not only purchase the houses alluded to, but that they should also become proprietors of the houses on the east side of Finch-lane.

"I would then form a frontage of houses extending over a portion or the whole of Finch-lane. This latter purchase would most amply repay the outlay; for the new street would unquestionably become more valuable than any other in the city of London. An archway entrance into this new line of houses might be formed towards Merchant Tailors'-hall, and a good view of the Hall of Commerce obtained by carrying the frontage of the new street in an oblique direction.

"With respect to the value of the buildings proposed to be removed, it is notorious that no inconsiderable portion of them were purchased for 'an old song' some five or six years ago."

According to public notice, the extensive premises known as Bank-buildings, Threadneedle-street and Cornhill, lately occupied by the directors of the Sun Fire-office, Messrs. Ladbroke and Sons, the bankers, the Colonial Emigration-office, and Mr. Thomas, the bullion-dealer, were brought to the hammer by Messrs. Pullen and Son, auctioneers, of Fore-street, by direction of the City Board of Works, on Monday last, to make way for the improvements that are to be made in the vicinity of the Royal Exchange. For the previous week a palisade had been erected round the buildings, which had been marked out in lots. Long before the hour of sale hundreds of persons inspected the premises and the building-materials, which are of excellent quality, and brought good prices. The fixtures are very substantial, and will be disposed of during this week and next; after which this trapezoidal pile will be pulled down, and on its site will be erected the equestrian statue of the Duke of Wellington by the late celebrated Chantrey, which is now nearly ready to be placed before the grand western entrance to the new Royal Exchange.

## THE PRIZE CARTOONS.

Some time since the prize cartoons were placed in the Suffolk-street Gallery for the purpose of having reduced drawings made of them, in order to their being forthwith copied in lithography. Considerable progress has been made in the reduced representations of these highly meritorious works; and if the subject of the cartoons have by this time lost some of its novelty, we fancy that its interest will be revived by the inspection of the very clever reduced drawings made by the Messrs. Linnell, which are now exhibiting at the Suffolk-street Gallery along with the original cartoons. It is pleasing to compare these reduced copies with the originals, which are now hung in a light more calculated to display their best qualities than the feeble and dungeon-like glimmer in which they were exhibited at Westminster Hall. The copies already finished are those of

Caractacus led in Triumph, by Watts,
The First Trial by Jury, by Cope,
The Fight for the Beacon, by Townshend,
St. Augustine and Ethelbert, by Horsley.

Considerable progress has also been made in reducing the cartoon of Julius Cæsar, by [illegible]

Queen Eleanor, by Severn. It is intended, we hear, to sell the set of eleven plates for five guineas—a moderate price, considering the great care and labour which must, from first to last, necessarily be expended in their execution.

It is said that the cartoons will be removed from Suffolk-street before the end of the present month, to make room for the pictures and statuary which will form the approaching exhibition there.

## BIOGRAPHICAL MEMOIRS.

Mr. John Penn, M. Inst. C.E., was born near Taunton, in Somersetshire, in the year 1770, and was apprenticed to a millwright at Bridgewater, whence he travelled to Bristol, and worked there as an operative. He soon became the foreman of an important work, when only twenty-two years of age, and was celebrated for his theoretical and practical knowledge of the forms of the teeth of wheels, which branch of construction was, at that period, only imperfectly understood by mechanics. He removed to London about the year 1793, and after working at and being a foreman in several works, he commenced business on his own account in 1801.

His attention was at first chiefly directed to the construction of flour-mills, in which he made many improvements, particularly in the substitution of metal for wood framing. In consequence of the injudicious proceedings of the Millwrights' Union, he was induced to oppose a determined resistance to their demands, and by the introduction of self-acting tools, and the instructions given by him to another class of workmen, the millwrights lost many of the privileges they had previously enjoyed.

The tread-mills for prisons were first constructed at Mr. Penn's works, and latterly he (in conjunction with his son) manufactured many marine engines, particularly those with oscillating cylinders.

Mr. Penn was well versed in general science: he was an amateur astronomer, and possessed some valuable instruments; much of his leisure time was devoted to horticultural pursuits, which led to several improvements in the methods of heating conservatories and forcing houses.

He died suddenly on the 6th June, 1843, in the 73rd year of his age, having enjoyed for many years the confidence and esteem of a large circle of friends.

Mr. David Aiken, M. Inst. C.E., was born in the year 1780; he attained very early a proficiency in physical science, and at fifteen years of age commenced his studies as a civil engineer.

In 1803, he surveyed and superintended several of the works of the Grand Canal Company (Ireland), and subsequently directed the collieries in the County Kilkenny and Queen's County; an occupation for which he was well suited, from his knowledge of geology, a science at that time but little cultivated in Ireland. By his judicious direction of borings and other trials, discoveries were made which have proved very valuable to the neighbouring coal-proprietors. His inventions and improvements in mining and boring machinery (which have been generally adopted), are remarkable for the mechanical ingenuity displayed in them, for the simplicity of their construction, and for their practical utility.

In the years 1810, 1811, and 1812, he was engaged in making experiments and reports for the commissioners appointed by government to inquire into the nature and extent of the "Bogs in Ireland, and their capability of being made available for cultivation, or other purposes."

While engaged in the direction of the collieries, he laid out nearly all the new lines of road which have been made through the county Kilkenny and neighbourhood, and also the Great Leinster and Munster Railway, from Dublin to Cork, by Kilkenny, Clonmel, Cahir, &c.

In 1840 he met with some disappointments and losses, which weighed heavily on his mind, and were the principal cause of the illness which terminated his life. He died in the 62nd year of his age, respected for his high professional attainments and strict integrity of character, and regretted by all who knew him. —*From the Report of the Institution of Civil Engineers.*

## MONUMENT TO THE LATE THOMAS RICKMAN, F.S.A.

Some of the friends of the late Mr. Rickman having proposed to subscribe for the erection of an appropriate monument over his grave, in St. George's church-yard, in Birmingham, it has been thought that many others might be willing to contribute to such an object, either from personal regard, or as a testimony of respect to the memory of one who laboured with so much zeal, industry, and success, in the revival of the true principles of Gothic architecture. A committee, consisting of the following members, has been formed, for the purpose of carrying the object of the subscribers into effect.

It is supposed that a sum not less than 250*l.* will be necessary to erect a fit and durable monument.

Subscriptions will be received by any members of the committee.

Lord Prudhoe, F.R.S., S.A.; Venerable Archdeacon Burney, D.D., F.R.S., S.A.; Rev. J. H. Spry, D.D., Rector of St. Mary-le-bone, F.S.A.; Rev. W. Whewell, B.D., Master of Trinity College, Cambridge, F.R.S., S.A.; Rev. J. W. Whittaker, D.D., Vicar of Blackburn; Rev. J. Garbett, M.A., Rector of St. George's, Birmingham; Rev. James Raine, M.A., Vicar of Meldon, Librarian of Durham Cathedral; Rev. R. Hussey, B.D., Christ Church, Oxford; E. Blore, Esq., D.C.L., F.S.A., Manchester-square, London; George Barker, Esq., F.R.S., Birmingham; H. Petrie, Esq., F.S.A., Stockwell; W. Twopeny, Esq., Temple, London; J. J. Lightfoot, Esq., Tranmere Hall, Liverpool; T. Fulljames, Esq., Gloucester; R. C. Hussey, Esq., F.S.A., Birmingham.

Subscriptions will also be received at

*Bristol*, by S. C. Fripp, Esq., Architect, Lower College-green; Mr. Strong, Bookseller, Clare-street.

*Cambridge*, Mr. Elliott Smith, Trinity-street; Messrs. Deighton, Booksellers; Mr. Stevenson, Bookseller.

*London*, Literary Gazette Office, Waterloo-street, Strand.

*Oxford*, Mr. J. H. Parker, Bookseller.

## NAVY ESTIMATES FOR 1844-45.

NEW WORKS, IMPROVEMENTS, AND REPAIRS IN THE DOCKYARDS.

The most important of the estimates are those to be voted under this head, and which is on all hands admitted to be the most judicious and reasonable. The following are the new works in contemplation, and the sums of money to the commencement of which they are intended to be applied:—

At Devonport, a new steam basin, estimated cost 400,000*l.*, amount of money required for the ensuing year 30,000*l.* For new pier and entrance to the two docks, 10,000*l.*; for repairing the north jetty and dockyard-wall, 7,000*l.* —At Woolwich, a new dock, engine, and saw mills; estimated cost 86,200*l.*, amount required for the present year, 20,000*l.*; for additional buildings to steam-factory, 13,000*l.*; for a roof over a slip, 6,000*l.*; for new boundary-wall, &c., 3,000*l.*; to be provided in future estimates, 2,000*l.* — At Chatham, for re-constructing building-slips and sea-wall, the estimates are 102,000*l.*, of which 15,000*l.* are required for the ensuing year; for building metal mills and steam-engine and machinery for it, 13,600*l.*— At Pembroke, 25,795*l.* for various improvements.— At Deptford, 7,000*l.*, for a new slip.

For the works commenced and in course of completion, the following large sums are required:—At Portsmouth, for the new steam basin, 30,000*l.*; 60,000*l.* in future estimates to complete it; for repairing sea-wall and building slips, and constructing three new building slips and roofs, 25,000*l.*; and for completion, 39,600*l.* in future.

For Plymouth breakwater, 15,000*l.*; and to be provided in future estimates, 120,000*l.* For the Marine Barracks at Woolwich, 15,000*l.*; and 48,000*l.* in future estimates; 4,000*l.* for machinery for building and fixing engines of steam-vessels. At Chatham, 4,000*l.* for clearing the mud in the harbour.

For the naval establishments abroad, at Malta, 13,000*l.* is required for the new dock, and 12,000*l.* in future; and 7,000*l.* for erecting a new bakery and machinery for grinding corn; and 1,694*l.* for store and wharf for coal-